

The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 29.73

July 29th, 1912, Temperature a.m. 80, p.m. 80; Humidity 92, 66.

(ESTABLISHED 1861)
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July 29th, 1911, Temperature a.m. 79, p.m. 79; Humidity 92, 89.

No. 8851

庚子年六月十七

TUESDAY, JULY 30, 1912.

二拜禮

號十三月七年七

886 PER ANNUM
SINGAPORE CORP. 10, CANAL

DEATH OF THE MIKADO.

Passed Away Shortly After Midnight:

(Independent News Agency.)

Tokyo, July 30.

His Majesty the Emperor passed away at 12.15 a.m. to-day. On the sad news becoming known, the whole city was plunged into the utmost grief and sorrow.

(Reuter's Service)

London, July 29.
Received, 30, 7.48 a.m.

A message received from Reuter's Tokyo correspondent says that the Mikado is dead.

NEARING THE END.

London, July 29.

Received, 30, 5.38 a.m.

Reuter's Tokyo correspondent states that the Mikado is in a comatose state.

The Cabinet has gathered in the room adjoining His Majesty's chamber.

PRINCE KATSURA.

A message from Reuter's St. Petersburg correspondent says that Prince Katsura has left for Tokyo.

PERU ATROCITIES.

GOVERNMENT ACTION.

Reuter's
(Service to the "Telegraph.")

London, July 29, 12.15 p.m.
Received 11 p.m.

Reuter's correspondent at Lima states that the President of Peru has sent to Congress the British representations concerning the atrocities at Putumayo, and states that his own Government has sent a Commission to investigate the crimes, to punish the offenders and to prepare a general scheme of reforms.

NAVAL CONSTRUCTION.

NEW APPOINTMENTS.

London, July 29.
Received, 30, 10.57 a.m.

Mr. D'Eyncourt, naval architect for Messrs. Armstrong and Whitworth's, has been appointed Director of Naval Construction.

Mr. W. H. Whiting, Assistant Director of Naval Construction, has been appointed Superintendent of Contract Work.

Mr. W. J. Berry, Chief Constructor at Malta, will replace Mr. Whiting.

CANADIAN MARRIAGES.

IMPORTANT RULING.

London, July 29, 5.5 p.m.
Received, 30, 9.52 a.m.

The Privy Council has decided that the Dominion Bill legalising marriages between Protestants and Catholics throughout the Dominion is *ultra vires* of Catholicism.

Reuter's Quebec correspondent says that the contention that such a Federal Bill is inapplicable in that Province is thus sustained.

TORPEDO-FLOTILLA.

MALTA'S NEW BOATS.

London, July 29.
Received 5.3 p.m.

The "Times" states that the "torpedo flotilla" of the Malta will consist of twenty boats. These are already ordered.

SCULLING CHAMPION.

BARRY BEATS ARNST.

Reuter's
(Service to the "Telegraph.")

London, July 29.
Received 30, 5.38 a.m.

In the match for the world's sculling championship, from Putney to Mortlake, Barry beat Arnst, the latter giving up just before reaching the post.

RACE DESCRIBED.

The weather was showery. Arnst won the toss and decided to take the Surrey station side.

Arnst led at the start, doing 38 strokes in the first minute to Barry's 30. The Australian led by two lengths at Crabtree and by half a length at Hammersmith. Soon afterwards Barry drew level and led by three lengths on reaching Barnes.

Arnst made a desperate spurt, which he failed to sustain, and he ceased rowing when about 80 yards from the winning post. The time was 23 mins. 8 secs.

PANAMA CANAL BILL.

BRITAIN PATIENT.

London, July 29, 1.35 p.m.
Received, 30, 12.14 a.m.

A message from Washington states that a communication has been issued which indicates that Britain will not press her argument re the Panama Canal until the Bill has passed.

Meanwhile the Bill has been delayed by the coalition of Progressive Republicans and Democrats in the Senate, who, during the past week secured the passage of Bills revising the wool and sugar duties. The former is identical with the Bill vetoed in 1911, while the Sugar Bill reduces the duties considerably.

THE VIRGINIAN RIOTS.

London, July 29.
Received 5.3 p.m.

Communication has been restored with Paint Creek (West Virginia), whence rioting is reported. One miner was killed; but though many shots were fired no one else was injured.

TELEGRAMS.

TROUBLED TURKEY.

CHAMBER DISSOLUTION.

Reuter's
(Service to the "Telegraph.")

London, July 29.
Received, 5.3 p.m.

Reuter's Constantinople correspondent wires that the Cabinet have decided to secure the dissolution of the Chamber by legal means.

THE CHINESE REPUBLIC.

TROOPS LOOTING.

(From Chinese Sources.)

Peking, July 29.

The mutinous troops who had revolted in Wuhu have now fled to the border of Anhui where they are conducting wholesale looting and incendiarism.

DR. MORRISON'S POST.

President Yuan has engaged Dr. Morrison, the well-known "Times" correspondent at Peking, as his advisor on political affairs.

RUSSIA AND JAPAN.

The conclusion of the agreement between Russia and Japan has caused the President much anxiety. He has directed the Chinese representative at Tokyo and St. Petersburg to investigate the conditions of the agreement. "Shat Po."

OPPOSITION.

Shanghai, July 29.

The people in Chihli, on hearing of President Yuan having appointed General Fung Kwok-chung as Governor General of Chihli, have opposed the appointment strongly.

PENSIONS.

Fung Choo-yu has submitted five suggestions to the President regarding the granting of pensions to the families of the revolutionary martyrs who died for the nation, and of those who brought about the success of the revolution. "Shat Po."

SHANGHAI COMMAND.

Shanghai, July 29.

Ching Tak-chuen, Governor General of Kiang-su, took over the command of the troops at Shanghai on the 29th inst.

MEN WANTED.

President Yuan has directed the Ministry of State Affairs to ask the provincial authorities, by wire, to select men well versed in civil and military affairs, and despatch them to Peking so as to give advice to the President. "Sai Kai Kung Yik Po."

DECLINED.

Peking, July 29.

Premier Lu has asked Wong Chung-wai to be his advisor on foreign affairs. However, Wong declines to accept the post.

NAVAL POST.

Rear Admiral Ching Piu-kwong has been appointed as Director-in-Chief of the Naval Yard.

THE LOAN PROBLEM.

Chiu Ping-kwan has begged the President to consult Vice President Li as to the resumption of the negotiations for the raising of a loan with the Sze-chuan, Canton and Hankow Railways as securities, so as to find a large sum of money to relieve the financial strain on the Government. "Sai Kai Kung Yik Po."

TELEGRAMS.

STRIKE RESUMED.

CHANGE OF MIND.

Reuter's
(Service to the "Telegraph.")

London, July 29.
Received, 30, 10.57 a.m.

Mr. O. R. Bell to-day announces on behalf of the men that the dock strike has been resumed, but this does not affect the situation at the docks, where work is active with the continuously increasing staff.

Many have undoubtedly returned during the last few weeks, but thousands find that their places have been filled. The employers maintain a firm attitude.

On the recommendation of the Stewards' Union, 10 per cent. of the stewards have resumed work, and more are expected to return to work.

POLICE RAID ON NEWSBOYS.

Owing to the arrest of one of our newsboys by the POLICE yesterday afternoon, many of the boys became frightened and returned to this office with their papers unsold.

As a consequence of this arrest and fright, we NOW OFFER to all bona fide NEW SUBSCRIBERS to the "HONGKONG TELEGRAPH" whose names are enrolled during the month of JULY, the SPECIAL RATE of \$1.50 (half price) PER MONTH.

If the action of the police prevents the paper from being sold on the streets by newsboys, we will sell it direct from this office as well as deliver it to all our subscribers, old and new alike.

Hongkong, July 2, 1912.

"IN THE HONGKONG HOTEL"

The End of a World-Chase.

We reprint the following from the "China Press": "The chase across the world of Mr. J. Lawrence Mott III and Mrs. Frances Hewitt Bowne of New York by Mr. Hector Fuller, the war correspondent, which was the talk of the American press for some weeks and which aroused no little interest in Shanghai and other ports in the Far East, ended in Hongkong on July 19, according to the Hongkong papers. As told in the "China Press," Mr. Hector Fuller, after awaiting the arrival of the couple here on the steamer Indrago, left on the Devonian for Hongkong, and the latest development was the meeting of the war correspondent and his former charge in the lobby of the Hongkong Hotel on July 19. They greeted each other cordially and the meeting was followed by a long serious talk by Mr. Fuller, with young Mott with what result is not known.

Under assumed names in Hongkong, Mr. Fuller, when Mr. Mott left Shanghai, he told the "China Press" the known Mr. Mott and Mrs. Bowne were living in Hongkong under assumed names, and he found them quickly after the arrival of the Devonian in the Hongkong Hotel.

J. Lawrence Mott III is the son of a millionaire iron manufacturer of New York, and Mrs. Bowne is the actress wife of a Newport society man. They eloped from New York on the Indrago, were pursued by Mr. Fuller, the older Mott's private secretary, and eluded him for nearly two months.

Young Mott at first met his father's agent smilingly, but later answered the latter's appeals to him to return to his home by earnest protestations of his right to continue on his own course, that he would rather surrender "every cent of the family fortune than forego his projects or abandon Mrs. Bowne."

One of the features of the case is the refusal of Mrs. Bowne to come forward and with but one exception she hid from interviewers in the ports touched by the tramp steamer. At Port Said, she told a reporter she was going to assist Lawrence to bring out the best that is in him. In Japan he would make a brand new start. If things went as she hoped it would make a new man of him, if not, she would throw herself overboard.

When they arrived at Hongkong, Mott and Mrs. Bowne took private apartments under assumed names and they were not known as the couple who created such a tremendous sensation in New York and were the central figures in a most unique escapade, until Mr. Fuller met young Mott in the Hongkong Hotel.

TELEGRAMS.

PIER DISASTER.

MANY PEOPLE DROWNED.

Reuter's
(Service to the "Telegraph.")

London, July 29, 12.15 p.m.
Received, 11 p.m.

While crowds were waiting the arrival of steamers at Binz, Ruegen Island, on the Baltic Sea, the balustrade of the pier broke and over a hundred persons were precipitated into the water. The majority were saved, but many were drowned. Already fourteen have been recovered.

NAVAL HELP.

Later. The people on the pier were waiting to be taken around the Gornau Fleet.

Naval officers and bluejackets rescued many, while the doctors from the warships did splendid work.

TELEGRAMS.

STEWARDS' CUP.

PROBABLES AND BETTING.

Reuter's
(Service to the "Telegraph.")

London, July 29, 5.20 p.m.
Received, 30, 9.58 a.m.

The probable starters for the Stewards' Cup, to be run at Goodwood to-morrow (Tuesday), are as follows:—Runnymede (Jellie), Golden Rod (Maher), Absurd (Wootton), Braxted (Winter), Grammont (Doyle), Bashit (Martia), Prestor Jack (Wheatley), Poor Boy (Higgs), Hall Cross (F. Templeman), Castleton (Riokaby), Bachelor's Tax (Donoghue), Aiglon (Whalley), Jessica (Robbins), Cataract (Piper), Uncle Pat (Trigg), Canonite (Ringshead), Hopson (Bullock), Zebra (W. Huxley), Sanicle (Watson), Grayling (Butchers). The following mounts have no jockeys at present:—Spanish Prince, Sun Flower, Beaupre, Thaddeus Tangara, Lavolt, Mediator and Peggyhypand.

BETTING.

The betting is as follows:—100-14 Bashit; 100-11 Aiglon; 100-8 Braxted; 100-7 Golden Rod, Prestor Jack, Absurd and Bachelor's Tax; 100-6 Poor Boy; 25-1 Zebra.

SCRATCHING.

Quantock scratched at one o'clock on Saturday.

LABOUR'S THREAT.

TO FIGHT 200 SEATS.

London, July 29.
Received 5.3 p.m.

Mr. Anderson, chairman of the Independent Labour Party, in a speech at Bradford, referring to the doubling of the Labour poll at Crewe, said the Labourites would in future fight every industrial seat where they were sufficiently organised, despite anyone's protests, and he anticipated that at the next election they would fight nearly 200 constituencies.

ANOTHER PHILIPPINE RAILWAY.

A Washington telegram of July 29, states that by the close vote of 28 to 25, the senate has approved the measure which authorizes the construction of a railroad in the island of Mindanao.

This, says the "Cable News American," refers to the proposed line between Camp Overton and Camp Keithley. Definite plans were drawn up in Washington soon after the return of Mr. Jacob M. Dickinson, then Secretary of War, after an inspection of the islands in the summer of 1910. President Taft is an ardent advocate of a railroad in this section of Mindanao, and Secretary Dickinson went over the proposed route some time ago. Whether the measure just passed by the senate provides for construction by the government, or merely authorizes the building and operation of the line by private parties is not clear from the above telegram. Presumably it will be a private proposition.

NEWS FOR BUSY MEN.

Telegrams.

His Imperial Majesty the Emperor of Japan passed away at 12.15 o'clock this morning.

Betting quotations show Bashit to be favourite for the Stewards' Cup to be run at Goodwood to-day.

Mr. D'Eyncourt, naval architect to Messrs. Armstrong and Whitworth, has been appointed Director of Naval Construction.

The Labourites are henceforth to fight every industrial seat where they are sufficiently organised.

In a match for the world's sculling championship, on the Thames, Barry beat Arnst, the latter giving up some 80 yards from the post.

The Privy Council has decided that the Dominion Bill legalising marriages between Protestants and Catholics throughout the Dominion is *ultra vires*.

The Peruvian Government has sent a commission to investigate the Putumayo atrocities, to punish the offenders and prepare a general scheme of reforms.

The men have announced, through Mr. O. R. Bell, that the dock strike has been resumed, but this does not affect the situation at the docks, where work is actively being pursued.

The balustrade of a pier at Binz, Ruegen Island, in the Baltic Sea, broke and over 100 people were precipitated into the water. Fourteen bodies have been recovered.

Britain is not pressing her argument on the Panama Canal Bill until the measure has been passed. Meanwhile the Bill has been hung up in the Senate by the coalition of Progressive Republicans and Democrats.

LOCAL.

The League tennis deciding match between Kowloon C. C. and Queen's College will be played on Saturday at 4.30 p.m. on either the Civil Service or Craigengower Ground.

Two men were charged before Mr. Melbourne this morning with street fighting. The troubles arose over some unpaid rent. They were each fined \$2 and bound over for twelve months.

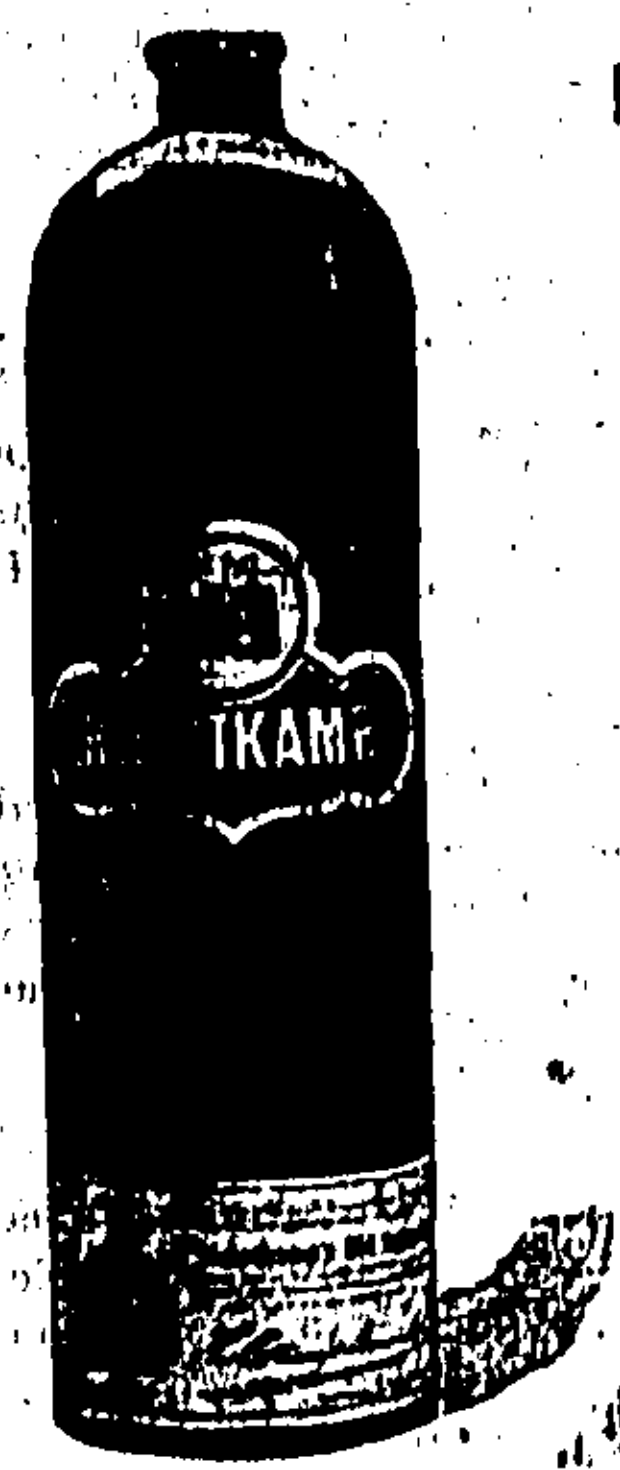
This morning the Chief Justice, sitting in Original Jurisdiction, heard a petition, in the matter of Crystal Limited of Tientsin, to the effect that the Court should confirm a resolution passed by the company for the reduction of its capital. The application was granted.

In consequence of using inferior mortar for building purposes, a Chinese contractor was fined \$100 by Mr. Melbourne this morning. It was stated that the mortar would only stand the strain of 7 pounds to the inch whereas the minimum strain should be ten pounds. Defendant was also ordered to pull the walls down, which he had to do. Four cases in the District Court were heard. This, it is believed, will cost upwards of \$2,000.

Notice



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GIN & LIQUEURS.**



FINEST OLD SCHIEDAM
\$14.00 per Case of 12 Quarts
INCLUDING DUTY.

SAMPLE BOTTLES FREE
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SOLE AGENTS FOR SOUTH CHINA.

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A Holiday
at Home,
and a way
to get
there that's
a holiday.

See the beauties of Japan, of Honolulu (the
Paradise of the Pacific) of California, of Colorado,
and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the
deservedly famous U. S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed
"Homes on the Water." Wireless Telegraphy.
Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of
caterer of International Repute.

THE COST: is not more by this route with its unrivalled
opportunities, than by any other route. For a
return ticket to London the cost is but \$120, including
berth and meals across America. To San Francisco via
Japan and Honolulu the cost is \$45. For the INTERME-
DIATE SERVICE First Class accommodations are provided
for \$43 to London (return ticket \$74) and to San Francisco
\$25. SPECIAL RATES to officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.

Steamers	Tons	Starting	TUESDAY, 1912
MONGOLIA	27,000	"	Aug. 6, 1 P.M.
KOREA	18,000	"	Sept. 3, 1 P.M.
SIBERIA	18,000	"	Sept. 17, 1 P.M.

INTERMEDIATE.

NILE	11,000	July 30, 1 P.M.
PERIA	9,000	Aug. 27, 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
Telephone No. 141.

FRED J. HALTON,

Agent.

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**BRITISH INDIA S. N.
CO., LTD.**

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "ITOLA" 5,257 tons, Capt. A. J. Evans, will be de-
parted for YOKOHAMA and KOBÉ on the 2nd Aug. at daylight, to be
followed on the 10th August by S.S. "MUTTRA" Capt. W. O'Leary, taking
Cargo and Passengers at current rates.

WESTWARD.

The S.S. "INDIA" 5,251 tons, Capt. A. J. Evans, will leave Hong-
kong for SINGAPORE, PORT SWETTENHAM, PENANG and RAN-
GOON on the 30th July, at Noon, followed by the S.S. "PULTANA",
Capt. H. W. Talbot, on the 6th August at Noon and S.S. "FAZILKA",
Capt. Commock, on the 9th August at Noon, taking cargo and passengers at
current rates.

The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

AGENTS.

Telephone No. 215.

Hongkong, 26th July, 1912

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Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China.

**THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.**

Agents,

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

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Hotels

HONGKONG HOTEL
A LA CARTE GRILL ROOM.

Now Open.

J. H. JAGGART,

Manager. [25]

Hongkong, 20th April, 1911.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEAN-
LINESS, AND COLD DRINKS.

UNDER EUROPEAN SUPERVISION.

Tel. 197.

R. REICHMANN, Proprietor.

[22]

ASTOR HOUSE

(LATE COMNAUGHT HOTEL).

QUEEN'S ROAD, HONGKONG.

ENTRALLY situated, up-to-date, Hotel, Recently renovated, and under-
entirely New Management. Large and Comfortable Rooms, Excellent
Kitchen under the supervision of an Experienced FRENCH CHEF, sep-
arate Tables, Hot and Cold Baths, Electric Light throughout, Tem-
perate, First Class accommodation for Families and Tourists.
For particulars and rates apply to
Telephone, 170. Telegrams: "Astor." [21]

**OPEN AIR SKATING RINK
at
BELLE VIEW HOTEL**

Telephone No. 907.

Sessions: 10 A.M. to 12 Noon. 2 P.M. to 4 P.M. Admission 25 cents.
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from
1 P.M. to 10 P.M.

W. GALLAGHER, Manager. [22]

**KING EDWARD
HOTEL.**

Under Entirely New
Management.

Thoroughly Renovated.
Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 16th Jan., 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.

Unfurnished hotel, porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. [182]

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TAILORS

1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [48]

S.O.A.E.O.

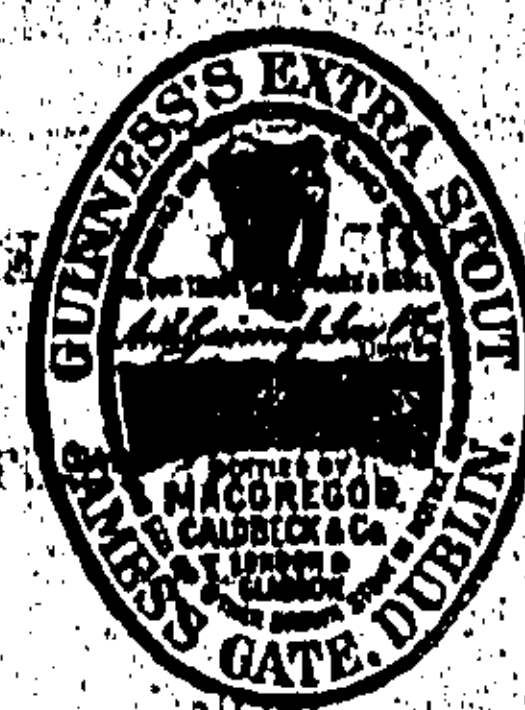
FAR EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOMATIC WELDING

repairs of boilers and tanks, welding of cracks,
removal of corrosion plates by addition of metal,
welding of metal plates of any kind of metal.

OFFICE: 25, GARDEN BUILDING, 25th Floor, Hongkong, 1912. [24]

Notices

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THE WELL-KNOWN
"HORSEHEAD,"**



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Sole Agents,

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MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN
and KUALA LUMPUR

Hongkong, 25th January, 1912

[46]

FOR SALE

BOXES EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH.

FOR SALE.

Old China Curios.

A fine lot of China Vases
1. Sang de laud (Ming Dynasty),
(about 14 inches high).
2. Hong Hse, black ground with red rose.
(10 inches).
3. Hong Hse, black ground with red rose.
(10 inches).
4. Hong Hse, black ground with white rose.
(10 inches).
5. pair of Hong Hse square shaped a black ground
with red rose flowers.
(10 inches).
6. pair of Hong Hse, black ground with five colour
rose.
(10 inches).
7. And a lot of brown colour, white colour, pink
colour, sky blue, and Shung Pottery, Ming Pottery,
Hong Hse five colour, Kien Long five colour,
apple red, etc.
These vases are seldom to be seen in
any part of the world. They are famous
for their beauty and effect.
Purchasers are respectfully requested
to call at WING BEING HONG,
No. 37, Bonham St. West, Hongkong.
Hongkong, 6th July, 1912. [502]

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT.

in Casks of 37 1/2 lbs. net.

In Bags of 250 lbs. net.

SHAW, TOMES & CO.

General Managers.

Hongkong 16th August, 1901 [36]

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**

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Loans on Mortgage of House Property

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Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

Our Office at

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed

by SHEWAN TOMES & Co.,

General Managers.

Hongkong, 19th March, 1912. [125]

THE FAMINE IN CHINA.

EIGHT Female Districts with an

area of 80,000 square miles.

TWO and a half million people

being starved.

PLEASE SEND YOUR CONTRI-
BUTION TO DAY.

IT WILL HELP TO SAVE LIFE.

By Mrs. H. O. GULFAND, M.P.

London, 19th March, 1912. [125]

OUR
CONTEMPORARIES

Daily Press

Chinese Education.
In any case, the ideal of uni-
versal education has been held
before the Chinese eyes for so
long that any half-heartedness in
pursuing it will be regarded as a
disgrace and a sign of failure in the
Republic. The ideal may be slow
of realization and many blunders
and much muddling inefficiency
will be seen before it is attained,
but the time will come when China
will be rich in an educated
womanhood. Educate the women
of China, and they will no longer
submit to the life of drudgery
and semi-slavery that they now
lead; as they realize their in-
tellectual development and mental
strength, they will embark on
wider and wider spheres of
activity, and the Sons of Han will
have to recognize the Daughters
of Han as on a footing of equality
with themselves. That day may
lie far ahead, but we believe that
every year will see progress
made. It has often been laid
down that the best criterion of
a civilization of a country is the
status of its women; it is equally
undeniable that the status of her
women is the gravest blot on the
name of China at the present
day; it is a truism that education
elevates and ennobles; the day
must come when female education
will have removed the blot, and
China may be able to claim a
place among the Great Powers
of the world.

China Mail

The Turco-Italian War.
The Tripolitaine is lost for ever
to Turkey, and however painful
the fact may be to the Moslem
pride, it seems foolish to offer
indefinitely a futile defiance to
facts. Turkey will gain immen-
sely in the eyes of the masses of
even greater misfortunes by adopt-
ing a practical attitude. However
long the war may be protracted,
Italy, with resources incomparably
greater than Turkey's, must even-
tually gain her point, and the
greater the lapse of time the
heavier will be the bill. For the
Ottoman Government the most
dignified course, as well as the
soundest policy, is to recognize
the inevitable before further humili-
ations are heaped upon it.

South China Morning Post.

The Servant Problem.
The householder of Hongkong
is to-day more than ever at the
mercy of that extortionate and
insolent individual—to wit, "the
boy." "Registration," says the
"Straits Times," "has been put
in force elsewhere, and we have
never heard that insuperable dif-
ficulties were experienced in work-
ing the system. It weeds out the
undesirables, provides a valu-
able check against dishonesty,
and secures regular and respect-
ful service because the servant
knows that his faults will be re-
ported at the registry and that if
they darken his record seriously
he will get no employment." We
hope to hear that the Government
of Hongkong intends once more
to tackle the problem. The
voluntary system has been tried
and found lacking, but if official
it would command respect. We
have not the slightest hesitation
in saying that employ-
ers would be too glad to pay
reasonable fees in order to make
the new department self-support-
ing.

Railways and the Automatic

Telephone.
The advantages of the auto-
matic system of telephony, to which
we referred in a recent issue, are
evidently appreciated in Aus-
tralia, the Victorian Railways De-
partment, according to the "Electrical
Review" having just placed an
order for an Automatic Switch-
board and 200 Telephone sets at
a cost of £2,034. It may be noted
that, according to a recent state-
ment of the Postmaster General,
tests made during the month
with regard to 50,000 calls on a
manual system showed that the
average time taken to answer was
2.1 seconds, while the average
time taken to make a connection
was 28.0 seconds. It is thus seen
that the automatic system, with
its connection made in the flash
of an eye, is a most valuable
improvement.

Notice

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Hongkong, 24th June, 1912. [464]

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS as on Week Days

SATURDAYS.

See: Cars at 11.45 p.m.

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HONGKONG

GENERAL NEWS.

Earthquake at Komoro.

A strong earthquake was felt in the neighbourhood of Komoro, near Mt. Asama, at 7.55 a.m. on the 17th instant. The shock lasted five minutes, and deep rumblings were heard from Mt. Asama, from which dense columns of smoke and steam and ashes were soon ascending. The people near the volcano have become alarmed and are making preparations to provide themselves with places of refuge lest there should be a really disastrous eruption. At 11.30 a.m. on the same day, another earthquake was felt, not accompanied by more rumbling sounds from Mt. Asama. An uneasy feeling is reported to prevail in the neighbourhood.

The Late Mr. A. Filbrook.

The death took place at Bangkok on the 7th inst. of Mr. A. Filbrook, of the Hongkong and Shanghai Bank, who was very well-known in Shanghai. Deceased, a native of Kent, first came to the Settlement in 1905 and after six years, left last year on leave. On his return he was sent to Bangkok. Deceased was prominent in sporting circles during his stay here, being one of the best rowers and swimmers of Wayfoong, as well as an splendid rigger player. For five years he was a member of Victoria Co. of the Five Brigade, and very enthusiastic in this work. In 1910 when he acted as foreman the company was successful in annexing the coveted Insurance Companies Shield and he held the Council medal for five years' service. As a volunteer he was connected with "A" Co. and "A" Co. Mounted "Shanghai Times."

Interpreters' Fees in Shanghai Supreme Court.

The question of interpreters' fees in H.B.M.'s Supreme Court has long been a vexatious matter for Indians, and a recent case is a good sample of their sufferings, says the "Shanghai Mercury." After many sittings of the court, a \$20 claim was disposed of, but the poor plaintiff might better have gone to a lawyer than for his interpreter, who cost him \$9. Fees of forty-five per cent. are not garnered in every day, but surely a more equitable system could be arranged. And, as the British Court has observed, it would sometimes appear that cases are fixed up and brought to court by the interpreters themselves, this evidently being an easy method of raising the wind.

Tsingtao Fisheries.

It is proposed to establish a big fishing enterprise in Tsingtao, Kinohow, and the German Colonial Society has agreed to make a contribution to the undertaking. The name of Captain A. D. H. Glauco (Dr. phil.) is put forward as the prospective head of the new institution, which apparently proposes to deal in the large quantities of fish obtained on the high seas by Japanese and Chinese fishermen. It is even suggested that some table fish might be sent in preserved form to Germany, whilst the possibilities in the direction of manufacturing cattle food, manure, &c., are mentioned.

Interpret Football.

The honorary secretary of the Shanghai Football Association has received an invitation from the Kobe Rogatta and Athletic Club inviting Shanghai to send over a football team in the winter. The letter indicates that the first few days in January would be opportune for the sending of such a team, and the communication adds that the invitation has the full support of Yokohama.

Young Chiao.

More than a thousand labourers of Chinkiang assembled recently to organize a branch of the Labour Party. The general tenor of the speeches was that the members should unite to work for the material development of the country. Several girls were called to speak.

Manchus and Outer Mongolia.

Some Manchus in Heilungkiang province have proposed to send representatives to Outer Mongolia in order to secure joint action in declaring their independence. Mr. Sung, the Tutch of that province, on hearing of this news, took immediate steps to disperse them by delegating some distinguished persons to explain to them the folly of their agitation. "Peking Daily News."

COLOUR VISION OF MARINERS.

ABSURD BOARD OF TRADE TESTS.

Recently we advertised in our "Notes and Comments" column on a communication from the Secretary of the Imperial Merchant Service Guild concerning the Board of Trade official eyesight test, in which the Board's requirements were severely denounced. One of the strictures passed on the test was to the effect that it was "a sorry farce to hold that a man is incompetent on a ship's bridge because, forsooth, he cannot distinguish letters of a certain size at a distance of 10 feet. It is of no use blinking the fact," continued the letter, "that many shipmasters and officers at the present time, possessed of the keenest vision as regards their duties at sea in picking up objects and lights, could not not pass the test. It is not those thoroughly efficient commanders and officers who are at fault; the blame is upon those who impose such absurd and unjust tests."

As the Board of Trade tests have, from time to time, come in for no inconsiderable amount of denunciation similar to the above, a representative of the "Telegraph" called on Dr. G. M. Harston, to hear what he had to say on the matter.

A Legitimate Grievance.

After reading the particular criticism advanced by the Secretary of the Imperial Merchant Service Guild, Dr. Harston said:—"These people undoubtedly have a legitimate grievance, because, while it is quite true that a man might not, under certain conditions, be able to distinguish certain letters, he might still be capable of seeing things in the distance quite well. So they have a legitimate grievance so far as that is concerned."

"But," said Dr. Harston, "the most important and serious thing is that the Board of Trade still adheres to an obsolete test with regard to colour vision, which operates in such a way as to reject many a candidate who should be passed, and to accept many another who ought not for a moment to be in charge of a vessel."

"Twenty years ago a very eminent man, Dr. Edridge-Green, pointed out to the Board of Trade that their tests were altogether wrong, and it is now admitted that his views on the subject are the correct ones. But the trouble is that the Board rejected his views twenty years ago, and they will not lose face; that is the whole thing. It is purely a question of pride. I know Dr. Edridge-Green very well, and he has told me the whole story."

Colour Vision Tests.

In the course of further conversation on the subject, Dr. Harston said this question of colour vision tests was now being much dealt with in various journals. "One of the tests," he said, "is to get together a whole collection of coloured wools and ask the candidate to match them. Well, a man might be able to do this but yet not be able to name the colours shown by means of a lantern of the type of Dr. Edridge-Green's. And the point to be borne in mind is that the lights used in the lantern are bright and definite colours giving a similar effect to lights used at sea, whereas in the case of the wools, it is merely a matter of matching colours."

"Then in your view, Dr. Harston," queried our representative, "the tests should be made by means of a lantern and not by a mere arrangement of coloured wools?"

"Yes, they should either be tested by this test or another and even more accurate still—that is by what is termed the spectroscopic, which splits up the rays of white light and displays all the colours of the rainbow. Some men can only see two colours in a rainbow, others see only three, while many people are what is known as tetra-chromatic people—they can only see four colours. But a tetra-chromatic man may not necessarily be colour-blind. He could distinguish red and green very well, but to tell him to match wools would be to bowl him out right away; or even to ask him to name certain colours. Yet when he sees a red or green light he is perfectly

capable of saying what they are."

"Is it only necessary for a mariner to be able to name two colours?" queried our representative.

"If a man can distinguish white, red and green," replied Dr. Harston, "he ought not to be rejected on colour vision."

The Lantern Test.

Adverting to the lantern test, Dr. Harston said:—"There have been candidates who have passed that test and yet they have been rejected by the Board of Trade and deprived of their means of livelihood because they have been declared colour blind, if you please!"

Our representative pointed out that from the letter of the Secretary of the Imperial Merchant Guild it appeared that a man might successfully pass the test on getting his second officer's certificate, say, but subsequently, when he became a master mariner, be rejected because of faulty colour vision.

Touching this point, Dr. Harston said he considered that, unless his vision had been found out to be something quite abnormal, a candidate should be passed, but if it were discovered that there were some serious fault in vision later on, he should be rejected.

"Would it be possible," asked our representative, "for a man who is not colour-blind to-day to become so, say in five years' time?"

"No," was Dr. Harston's reply; "a man who is really colour-blind is practically so from birth, though some affection of the optic nerve might partially produce colour-blindness."

The Effect of Tobacco.

"Most commonly by tobacco, causing inflammation of the optic nerve," was the reply. "Any tobacco with black slug in it would have this tendency, especially when smoked to excess."

A PERTINENT COMMENT.

"Truth" on an Admiralty Letter, Touching Dress.

The latest Admiralty circular letter, touching dress states that:—"Fing-officers, commodores, and other officers of corresponding rank, have, when wearing cooked hat and epaulettes, also donned the full-dress sword, belt, and slings, but for all commissioned ranks below, the ordinary undress black morocco leather belt has been invariably adopted when full dress has been worn. These officers are now to follow the example of their seniors and will wear the full-dress belt on various prescribed occasions." A gold belt and slings look very pretty, says "Truth," but in the eyes of a good many young officers who have heretofore managed to find life tolerable without such aids to beauty, the golden sovereigns they will now have to expend are prettier still.

A DUCHESS ON SOCIAL CHANCE.

Speaking at a recent meeting of the North Staffordshire Cripples' Aid Society, the Duchess of Sutherland said the day was coming when no one would be grateful for the crumbs that fell from the rich man's table. It would be a good day, too; we absolutely must advance, and if there was some squealing about the advance and a little over-hurry about it, at any rate people could see the break at the end of the tunnel and know they would emerge into the full light.

Official Test Fails.

Particulars of further tests made in the case are given, and the writer says that this is an instance similar to many that he has examined, which shows how completely the official Board of Trade test fails in detecting a very dangerous case of colour-blindness. Dr. Edridge-Green is at pains to point out that many colour-blind people are able to match very accurately, in fact, he says, "I have examined the pictures of a colour-blind Royal Academician and have been unable to detect any fault in them."

Dr. Harston pointed to the conclusion of the article, in which Dr. Edridge-Green asks:—"Can we wonder that there are accidents at sea when such a test as the above is official with the Board of Trade, and not a single medical man, either on the first examination, or on appeal, is employed by the Board of Trade? It is now over 20 years since I, as adviser to the Board of Trade and on the International Code of Signals Committee, pointed out the defects of the Holmgren test. Though the Admiralty have made the lantern which I constructed for the Board of Trade, the official test, the Board of Trade still uses the Holmgren test, though in a modified and much

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improved form. The Holmgren test, in addition to rejecting many normal-sighted persons, allows half, or more than half, of those who are dangerously colour-blind to pass.

"There you have the whole thing hit off to a nicety," said Dr. Harston. "And the man who writes this knows what he is talking about."

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The Duchess continued:—"Years ago, when I came, inexperienced and enthusiastic, among you, you called me 'Meddlesome Millie.' As far as a miserable Duchess could be an agitator, I strove to be one; but what changes since those days! Slowly, definitely, the appalling democracy demand the open road; slowly, surely, people move from the by-ways to the open road. The very mansion of Trentham in which I lived, my ideals, is razed to the ground and the place is open to the public. I live in a cottage in peace and independence, as my friend among the workers whom I strove so many years ago, cannot that enough to make me optimistic?"

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SHANGHAI, KOBÉ & MOJÍ	SHANGHAI	Friday, 2nd Aug., Noon.
SHANGHAI, KOBÉ & MOJÍ	SHANGHAI	Saturday, 3rd Aug., 2 P.M.
SHANGHAI, KOBÉ & MOJÍ	SHANGHAI	Sunday, 4th Aug., 4 P.M.
SHANGHAI, KOBÉ & MOJÍ	SHANGHAI	Monday, 5th Aug., 6 P.M.
SHANGHAI, KOBÉ & MOJÍ	SHANGHAI	Tuesday, 6th Aug., 8 P.M.
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YOKOHAMA, KOBÉ & SHANGHAI	YOKOHAMA MARU	TUESDAY, 13th Aug., at 4 P.M.
YOKOHAMA, KOBÉ & SHANGHAI	YAWATA MARU	FRIDAY, 2nd Aug., at Noon.
YOKOHAMA, KOBÉ & SHANGHAI	NIKKO MARU	FRIDAY, 30th Aug., at Noon.
YOKOHAMA, KOBÉ & SHANGHAI	HAKATA MARU	MONDAY, 5th Aug., at Noon.
YOKOHAMA, KOBÉ & SHANGHAI	KAGA MARU	WEDNESDAY, 31st July, at 5 P.M.
YOKOHAMA, KOBÉ & SHANGHAI	NIKKO MARU	WEDNESDAY, 31st July, at Noon.
YOKOHAMA, KOBÉ & SHANGHAI	JINSEN MARU	MONDAY, 12th Aug., at Noon.
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MANILA, CEBU & ILOILO	"KAIFONG"	6th "d" 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	4th "d" 4 P.M.

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SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Akaki, Chosen, Lian, Okuma), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTONG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

Telephone No. 272

Hongkong, 29th July, 1912

BUTTERFIELD & SWIRE

Agents

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and, Port, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

SUEVIA2nd Aug.

PISA16th Aug.

O.J.D. ARLERS2nd Aug.

C.F. LAEISZ11th Sept.

ARODIA24th Sept.

For Further Particulars, apply to

HOMEWARD.

For Marseilles, Havre & Hamburg:

S.S. SUEVIA11th Aug.

For Havre, Rotterdam & Hamburg:

S.S. F. BUELOW18th Aug.

For Havre, Bremen & Hamburg:

S.S. GOLDENFELS28th Aug.

For Havre, Rotterdam & Hamburg:

S.S. BRINGAVIA30th Sept.

For Havre & Hamburg:

S.S. SUEVIA11th Sept.

Hamburg-Amerika Linie,
Hongkong Office.HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S.A. Orosby	Manila, Mangarin, Holo and Cebu.	FRIDAY, 31st Aug., 4 P.M.
ZAFIRO	4000	M.C. Smith	Manila, Mangarin, Holo and Cebu.	

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 20th July, 1912.

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JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at or about	For	Will leave on or about
Tjimanok	JAPAN	1st half Aug.	JAVA	1st half Aug.
Tjipanas	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjibodas	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjibodas	JAVA	2nd half Aug.	JAPAN	2nd half Aug.
Tjibodas	SHANGHAI	2nd half Aug.	SHANGHAI	2nd half Aug.
Tjibodas	JAVA	2nd half Aug.	SHANGHAI	1st half Sept.
Tjibodas	JAVA	1st half Sept.	JAPAN	1st half Sept.
Tjibodas	JAVA	1st half Sept.	SHANGHAI	2nd half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 375

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TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	21,000	A. G. Stevens	Aug. 13th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Aug. 20th, Noon.
S.S. "Shinyo Maru"	21,000	H. Smith	Sept. 10th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Greene	Oct. 8th, Noon.

These steamers are equipped with Turbine Engines and Triple Bottoms. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Tenyo Maru" will be despatched for SAN FRANCISCO via KEELING, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, YOKOHAMA and HONOLULU on TUESDAY, the 20th August, at Noon.

INTERMEDIATE SERVICE

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, SHIMIDZU, YOKOHAMA & HONOLULU on TUESDAY, the 18th August, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexico, Chilian and Peruvian Ports.

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Tuesday, Aug. 6, Noon.
Bayo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 8, Noon.

For Further Particulars as to Passage and Freight, apply to
S. MORIMOTO, Agent,
(KING'S BUILDING Opposite Blake Pier)

WING KEE & CO.

47-49, Cantonment Rd.

SHIPHANDLERS.

PROVISION & COAL.

NEBOBANTS

Hongkong, 29th July, 1912

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013

DEVELOPING, PRINTING & ENGRAVING

Hongkong, 1st May, 1911

LOG BOOK

Naval Facilities of the Empire

It is eminently satisfactory to find that after the experience of putting together destroyers at the dockyard at Sydney, New South Wales, the authorities at this Australian dockyard feel their workmen are competent to tackle larger work, and so the cruiser Brisbane is to be built at Sydney Yard. Not only will this tend to satisfy the laudable national sentiment that would see Australian ships built by Australian mechanics in Australian dockyards, so far as that is practicable in their present state of development, but it will likewise tend to provide the Empire fleet with more building and repairing bases. Obviously these latter cannot be too numerous so long as they can be defended without an undue expenditure in money, or the looking-up of too large a number of sailors and soldiers. It may happen that all the building and repairing centres of the Empire will be needed to meet an extreme case of combination against the five nations of which our Empire is composed. To be able to build as well as repair warships at all points of the Empire is a desideratum the realisation of which is of great importance. If Canada can presently see her way to give us facilities for building, as well as repairing, both heavy and light ships, on convenient spots on her coast, which would be available for docking all the year round, she would give us under Western skies what Australia is fast developing under the Southern Cross, New Zealand and South Africa are bound to develop in the same direction, as New Zealand has already proved by great national sacrifices while South Africans have had their consciences tickled by the increased threatenings which beset the Empire in a way that is bound to bear fruit at no distant date. The nucleus of a large naval centre already exists at Simon's Town, and no doubt money will be found for developments—"The Globe."

Deck Passengers and Board

of Trade.

In the House of Commons on July 1, Mr. Cathcart Watson asked whether, in view of the fact that the Board of Trade are unable to enforce their own requirements as to the number of deck passengers taken on board ship after a vessel has cleared a British port, Mr. Buxton would consider the steps necessary to be taken to secure trustworthy evidence from the official log-book?

Mr. Buxton: The matter is receiving careful consideration along with others germane to it, and it is found that the present powers of the Board of Trade are not sufficient to enable them to deal with the matter. I will consider the advisability of seeking an extension of those powers.

On Sailing-vessel Reford.

The four-masted sailing vessel Comet, which was recently sold by the Anglo-American Oil Company, Limited, to the Tank Storage and Carriage Company, Limited, London, has now been resold to German buyers for about £10,000. She is of 3,014 tons gross and 2,800 tons net register, and was built at Port Glasgow in 1901, with dimensions 323ft. by 46.1ft. by 20ft.—"Shipping and Engineering."

To Guard Canton River

On the withdrawal of the Kwong On Naval force, which has been converted into a land force, and which was entrusted with the duty of guarding the light-houses in Canton river against the depredations of pirates, the Governor-General has instructed the Commissioner of the Navy to select some of the naval men to resume the duty in order to facilitate navigation on the river.

S.S. Asia

The steamer Asia of the Russian East Asiatic Fleet has been purchased by Messrs. Iwak of Chefoo. The Asia, formerly the Tabor, was of 2,416 tons gross and was built in 1880, by Messrs. Aitken and Macalister Glasgow, with dimensions 320ft. by 30ft. by 20ft. The vessel will be under charter to the Gulf of Persia.

FAR EAST IN PARLIAMENT.

House of Commons and the Opium Question.

(June 24.) Sir J. D. Ross asked the Secretary of State for Foreign Affairs whether any communication had been received from His Majesty's Minister at Peking regarding the illegal prohibition imposed by the Chinese Government on the Indian opium trade; whether opium valued at upwards of nine millions sterling was affected; and whether the British Government intended to allow the Chinese authorities to defy the provisions of the Anglo-Chinese opium agreement in favour of British traders while they were not observing the conditions imposed by that instrument upon themselves.

Mr. Acland: His Majesty's Government take a very serious view of the situation that has been created, and His Majesty's Minister at Peking is making strong representations to the Chinese Government, whose inability to enforce observance of their recognised treaty obligations both in this and in other matters in the provinces must, so long as it continues, delay the recognition of the new Chinese Government.

The Tea Duty.

(24th.) On the report of the resolution fixing the tea duty at 5d. per lb., Mr. Cooper moved to reduce the import in the case of British-grown tea from 5d. to 4d. It was impossible, he said, to over-estimate the effect of the amendment on the Empire if the Chancellor of the Exchequer was able to accept it. The reduction of a penny on British-grown tea would relieve the taxpayers of the country to the extent of £1,200,000 a year, and put the policy of Imperial Preference on practical test. Mr. Fell seconded.

Mr. Masterman (Secretary to the Treasury) said if hon. gentlemen opposite wished the Government to drop a considerable amount of revenue, which he agreed was largely drawn from the working classes, they must put forward an alternative suggestion whereby revenue of an equal amount could be drawn, but not from the working people. He saw no special necessity for giving what the Government regarded as an indirect subsidy to the tea-planning industry of the Empire. The real object of the amendment was to raise once again the tattered banner of Colonial Preference. When the division was taken there was a majority of only 22 against the amendment, the numbers being 100 to 177, a result naturally much cheered by the Opposition.

THE FAR EASTERN CROWN.

(27th.) The House of Commons went into Committee of Supply, and on the Vote to complete £90,075 for salaries and expenses of the Department of Secretary of State for the Colonies, including a grant in aid of expenses connected with emigration, Mr. Harcourt (Secretary of State for the Colonies) made a long statement regarding the position and prospects of the tropical possessions in the Crown Colonies and Protectorates.

In order to illustrate progress or retrogression he took for purposes of comparison the six years which covered the existence of the present Government. In the course of his speech Mr. Harcourt pointed out that the Colonial Estimates had showed a total reduction in seven years of £400,000, and for this year his estimates were actually £500,000 less than the previous 12 months. (Hear, hear.) The lessened expenditure coincided with greater development and prosperity in all the British possessions throughout the world. Having referred amongst other changes to the transfer to the British Crown of Siam's Protectorate over the Malay States of Kedah, Perlis, Trengganu, and Kelantan, over an area of 15,000 square miles, and in the same year the important step taken in the consolidation of the Federated Malay States by the creation of a Federal Council, the speaker went on to speak of the amalgamation of the two Nigerias and to express satisfaction that he had been able, greatly to the regret of Hongkong, to induce Sir Frederick Lugard to leave that post and to take up

what would shortly become the Governorship of the combined Nigerias. Northern Nigeria was in the true sense the product of his foresight and genius. On his earnest solicitation, Sir Frederick Lugard had returned to the field of his early and brilliant labours to complete and consolidate one of the greatest tropical provinces of the British Crown.

Public Works in Malays and Hongkong.

Proceeding subsequently to deal with railway and other works in various Colonies, Mr. Harcourt remarked that great harbour works were in process of construction at Singapore, including breakwaters and land reclamation, and a large graving dock capable of taking in a Dreadnought. The Federated Malay States had been able to increase their railway mileage from 428 to 538, and to provide for this purpose more than \$51,000,000 out of revenue alone. A line of 120 miles had also been constructed through the State of Johore, which completed the through connection from Penang to Singapore, and extensions were being made to the Kelantan border with a view to an eventual linking up with the Siamese railway system. There were many other extensions in progress or projected, by which on completion we might expect to place both Penang and Singapore in direct rail communication with Bangkok. Even the diminutive Colony of Hongkong had joined in the railway fever, and by a line of 22 miles from Kowloon had established a through route to Canton for the benefit of her great entrepot trade.

The Opium Traffic. In the matter of opium some advance had been made, though not as great as was desired by some of his hon. friends. He did not think they differed as to the road or the goal but only as to the pace. During last autumn and winter there had been an International Congress at The Hague in connection with this traffic. The most important articles of the Convention were those dealing with morphine, cocaine, and such drugs, and providing for an international control by the Powers over the manufacture, sale, and export of those poisons.

(Cheers.) The Government would be prepared at the proper time to take legislative measures for that purpose in England, and he had already sent despatches to the Dominions, and to such Colonies as were not automatically parties to the Convention, asking that he might be authorised to agree to it on their behalf. There was unfortunately grave and undoubted evidence that the compulsory reduction of opium had let some people in some places to the even more deadly vices of morphine, cocaine, and until this could be checked by international action it would be unwise to proceed further to the desired goal of the total cessation of the opium habit. (Hear, hear.) Mr. Harcourt ended by paying a tribute of unfeigned admiration to the splendid work of the whole Colonial Service from the top to the bottom. (Cheers.) They spent a great period of the best of their lives, on very moderate emoluments, in distant and often deadly lands—lost to their friends, removed from public appreciation in the obscurity of the jungle, but if they erred never spared from blame. They reaped few rewards except the advantage of the native, the credit of the Service, and their own good name; but they had at least the testimony of the civilised world to their probity and humanity. (Cheers.) The Empire owed more than it would ever pay to her exiled and strenuous sons.

AN INTERESTING MARRIAGE.

Captain J. B. Paget, who during the Russo-Japanese war was at the British Legation at Peking, was married the other day to Mademoiselle Germaine Herelle, daughter of M. and Madame P. Herelle of Paris. The bride is the grand-daughter of the Marquis de Chaubaux, and a great-granddaughter of Napoleon's famous "cavalry" general, De Lasalle. Before going to China, Captain Paget served for two years in the Sudan and took part in the engagements that resulted in the defeat of the Khalfes.

ANOTHER BOTTOMLEY LIBEL CASE.

"Black Baptist's Brown Baby."

Before Mr. Justice Lush and a special jury at Donbighshire Assizes last month a libel action against Mr. H. Bottomley, John Bull (Limited), and Odhams (Limited) was heard. The action was a sequel to an article which appeared in John Bull in December last and was brought by the British and African Incorporated Association, known as the African Institute, and William Hughes, a well-known Baptist minister. It was alleged that the defendants printed and published an article which meant that the plaintiff association was not deserving of the support of the public, and that the instruction given by Hughes to young persons attending the institute was coarse, vulgar, and suggestive.

Plaintiffs' counsel, in opening, said that the plaintiff Hughes many years ago went out as a missionary to the Congo, and, on his return, established the African Institute at Colwyn Bay. He formed the opinion that it would be a good plan to bring African natives to be educated in England and to be sent back useful citizens. Eleven years ago he started the institute as a private concern, but it soon afterwards became a limited company, with Hughes as director.

Colwyn Bay Scandal.

Continuing, counsel said the matter came to a head in this way. There was a scandal in Colwyn Bay. A young woman had a baby, some people stating that a student named Franklin, connected with the institute, was the father. Mr. Hughes thoroughly investigated the matter and satisfied himself that the man Franklin had nothing to do with the child. However, John Bull issued a placard with the words, "Black Baptist's Brown Baby." The article in John Bull was so successful that the subscriptions to the institute fell from £1,400 to £800. Mr. Hughes became a bankrupt; the institute was wound up. The present action was taken by a liquidator, by leave of a County Court Judge, for the benefit of the creditors.

Consequences of the Article.

A question having arisen as to amending the pleadings, Mr. Roderic Bottomley said that, speaking for himself, he looked upon the plea for the defence as that of justification, and was prepared to prove up to the hilt the allegation made.

The first witness was William Hughes, who said he was a Baptist missionary who had laboured in the Congo. John Bull had alleged that a coloured student of the African Institute was the father of a child by a white woman, but on investigation he found there was not a word of truth in the accusation. The publication of the article had terrible consequences for himself and the institute, resulting in his bankruptcy and the closing of the place.

Verdict for Mr. Bottomley.

The witness was cross-examined by Mr. Bottomley for over five hours, and admitted that the institute was often in financial difficulties, and that he had himself assisted it. On the other hand, he had made use of money subscribed to the institute for his own use, but had always met the claims in regard to these transactions. The witness also admitted that he had issued cheques knowing that he had no money to meet them, but explained his action by stating that there was always money coming into an institution of that kind, and that he had hopes of meeting the cheques.

At the conclusion of the witness's cross-examination, the jury desired to express their opinion in regard to the case, and eventually, after consultation, a verdict and judgment for the defendants was agreed upon on terms. The Judge expressed concurrence with the agreement, and a formal verdict for the defendants was entered.

To Paper Newthwang's Walls. Old British newspapers are in great demand for wallpaper in Newthwang, China. Last year 37,000 hundred-weight of old newspapers, valued at nearly £3,000, were imported for the purpose, says a home paper.

MARKET PRICES.

Hongkong, July 25, 1912.

BUTCHER MEAT.

	Ots.
Beef Sirloin & Prime Out, — Mei Lung Pa	lb. 20
" Corned, — Ham Ngau Yuk	" 20
" Roast, — Shiu	" 20
" Breast, — Ngau Lim	" 18
" Soup, — Tong Yuk	" 15
" Steak, — Ngau Yut Pa	" 20
" do. — Sirloin Ootom — Ngau Lau	" 30
" Sausages, — Ngau Chung	" 24
Bullock's Brains, — Know	por set 4
" Tongue fresh, — Ngau Li	each 45
" corned, — Ham Ngau Li	" 80
" Head, — Ngau Tan	" 80
" Heart, — Ngau Sam	" 12
" Hump, Salt, — Ngau Kin	" 18
" Feet, — Ngau Kask	" 9
" Kidneys, — Ngau Yi	" 9
" Tail, — Ngau Moi	" 18
" Liver, — Ngau Kna	lb. 12
" Tripe (undressed), — Ngau To	" 6
Calvo Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Young Poi Kwat	lb. 22
" Leg, — Young Poi	" 22
" Shoulder, — Young Shau	" 20
Pigs Chidings, — Chu Ohong	" 22
" Brains, — Chu Know	per set 24
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	" 25
" Head, — Chu Tan	" 15
" Heart, — Chu Sum	each 13
" Kidneys, — Chu Yiu	" 9
" Liver, — Chu Con	lb. 30
Pork Chop, — Chu Pai Kwat	" 20
" Corned, — Ham Chu Yuk	" 24
" Leg, — Chu Poi	" 15
" Fat or Lard, — Chu Yau	set 50
Sheep Head and Feet, — Young Tau Kark	each 6
" Heart, — Young Sum	" 9
" Kidneys, — Young Yiu	lb. 24
" Liver, — Young Con	" 22
Sucking Pigs, To Order, — Chu Chai	" 20
Suet, Beef, — Sang Ngau Yau	" 22
" Mutton, — Sang Young Yau	" 20
" Veal, — Ngau Chai Yak	" 20
" Sausages, — Ngau Chai Chung	" 20

POULTRY.

	Ots.
Chicken, — Kai Chai	lb. 30
Capon, Large, Small, — Sin Kai	" 32
Ducks, — Ap	" 20
Doves, — Pan Kau	each 22
Eggs, Hen, — Kai Tan	per doz 24
Fowls, Canton, — Kai	lb. 30
" Hainan, — Hoi Nam Kai	" 25
Geese, — Ngai	" 25
Geese, Wild, — Shung-ho Yea Ngai	pair 1
Musk Deer, — Wong Keng	each 1
Hare, Shanghai, — Tu Chai	" 1
Partridge, — Che Khoo	" 1
Pheasant, — Shan Kai	pair \$ 1
Pigeons, Canton, — Pak Kup	each 30
" Hoihow, — Hoi How Pak Kup	" 24
Quail, — Um Chun	" 1
Rice Birds, — Wo Fa Cheul	dozen 1
Saipo, — Sa Choy	each 1
Turkeys, Cook, — Phor Kai Kung	lb. 05
" Hen, — Na	" 45
Wild Ducks, Shanghai, — Shung hoi Sai Ap	" 1
Teal, — Sui Ap Chai	" 1
Wild Ducks Canton, — Sang-Shing Sui Ap	" 1

FISH.

	Ots.
Barbel, — Ka Yu	lb. 9
Bream, — Bin Yu	" 18
Canton Fresh Water Fish, — Hoi Sin Yu	" 18
Carp, — Li Yu	" 22
Catfish, — Ohik Yu	" 20
Codfish, — Man Yu	" 18
Crabs, — Hai	" 22
Cattle Fish, — Mak Yu	" 17
Dab, — Sa Mang Yu	" 13
Dace, — Wong Mei Lan	" 13
Dog Fish, — Tit Ta Sa	" 9
Eels, Congor, — Hoi Mann	" 17
" Fresh water, — Tam Sin Yu	" 18
Eels, Yellow, — Wong Sin	" 28
Frogs, — Tien Kai	" 38
Garoupa, — Sok Pan	" 60
Gudgeon, — Pak Kup Yu	" 13
Herrings, — Tok Pak	" 22
Halibut, — Cheung Kwan Kup	" 40
Lobster, — Wong Fa Yu	" 20
Loach, — Wu Yu	" 38
Lobsters, — Lang Ha	" 40
Mackerel, — Ohik Yu	" 32
Monk Fish, — Mong Yu	" 28
Mullet, — Chai Yu	" 28
Oysters, — Sang Hoo	" 22
Parrotfish, — Kai Kung Yu	" 20
Perch, — Tau Loo	" 18
Pike, — Fa Paw Poong	" 9
Plaice, — Pan Yu	" 20
Pomfret, Black, — Hak Ohong	" 28
Pomfret, White, — Pak Ohong	" 40
Prawn, — Ming Ha	" 62
Ray, — Pak Fa	" 9
Rock Fish, — Sak Ka Kung	" 18
Sardine, — Sang Yu	" 11

肉食

Salmon, — Mei Yan Y	lb. 44
Shark, — Sa Yu	" 9
Skate, — Po Yu	" 11
Shrimps, — Ha	" 32
Saapper, — Lap Yu	" 30
Soles, — Tat Sa Yu	" 28
Tonoh, — Wan Yu	" 18
Turbot, — Oho How Yu	" 28
Turtles, small, fresh water, — Kork Yu	" 56
White Bat, — Ngau Yu Chai	" 1

FRUITS

	Ots.
Almonds, — Hung Yau	lb. 25
Apples (California), — Kam San Ping Kho	" 1
" (Chafoo), — Tin Chan Ping Kho	" 1
" Small, — Hoi Tong	" 1
" Custard, — Fan Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Hong Chiu	lb. 4
" (brides), Macao, — San Heng Chiu	" 4
Chestnuts, Chinese, — Foong Lut	" 20
Carambola, — Young Tue	" 8
Cocoanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	" 8
" America, — Kam San Ning Moon	" 0
Lichoes Dried, — Lai Chi, small Stone	lb. 20
" Fresh	" 10
Limes, (Saigon), — Sai Kung Ning Moong	each 8
Mango, Manila, — Lai Sung Moong	" 1
Mangosteens, — San Ohuk Tse	doz 1
Oranges, (Canton), — San-shing Tim Ching	lb. 30
" Sweet	" 30
Pears, (American), — Kam San Shoot Lay	" 1
" (Canton), Cooking, — Sa Lay	" 8
Peanuts, — Fa Sang	" 10
Persimmons Large, — Hung Chie	" 1
Pine-apples, 1st quality, — Poon Ti Paw Law	each 10
" 2nd	" 8
Plantain, — Tai Chou	lb. 2
Plums, — Swatow, Hung Lai	" 8
Pumelo, Siam, — Ohim Lo Yau	each 20
" Shanghai, — Lo Kwai	" 15
Walnuts, — Hop Tuo	lb. 15
" Green, — Sang Hop Tao	" 1
Water Melon, — (Am.) Kam San Sai Kwa	each 15
" (China) Sai Kwa	" 15
Grapes, — Sang Po Tai Tse	lb. 20

VEGETABLES, &c.

Artichokes, Shanghai, — Shung-hoi Ah Chai	lb. 1
Cheuk	" 1
Beans, (French), Macao, — Oh Moou Pin Tau	" 1
" (French) Shanghai, — Shung, Hai Pin	" 1
" Tau	" 1
" Sprout, — Ah Chai	" 4
" Long, — Tau Ko	" 8
Beet Root, — Hung Chai Tau	each 3
Brinjals, Green, — Ohing Yuen	" 5
" Red, — Hung Kor	" 5
Cabbage, Chinese, — Kai Choy	" 8
Cabbage Red, — Hung Yeh Choy	" 10
Cabbage, Shanghai, — Yeh Chai	" 15
Cane Shoots, bunch, — Kau Shun	" 15
Cauliflower, Large size, — Tai Yeh Chai Fa	each 1
" Medium size, — Cheung Yeh Chai Fa	" 1
" Small size, — Sai Yen Chai Fa	" 1
Carrots, — Kam Shum	lb. 10
Celery, Chinese, — Tong Kan Chai	" 10
" English, — Young Kan Chai	" 1
Chillies Dried, — Gon Lat Chiu	" 20
" Red, — Hung Far Chiu	" 5
" Green, — Ching Lat Chiu	" 10
Curry Stuff, English, — Kar Lee Chai Liu	" 10
Cumbers, — Ching Kwa	" 2
Bitter Squash, — Fu Kwa	" 8
Garlic, — Que Tau	" 8
Ginger, young, — Sun Tse Keung	" 8
" old, — Lo Keung	" 8
Horse Radish, Shanghai, — Lik Kan	" 14
Indian Corn, — Suk Mai	each 5
Lettuce, — Young Sang Chai	" 1
Water Cress, — Ma Tai	lb. 6
" Mandarin, — Kwai Lam Ma Tai	" 10
Mushrooms, Fresh, — Sang Cho Koo	" 1
Mush. Melon, Amer., — Kam-san Hong Kwa	each 10
Okroes, — lb. 14	" 14
Onions Bombay, — Young Chong Tau	" 10
" Green, — Sang Chong	" 6
" Shanghai, — Shung-hoi Chong Tau	" 6
Papaw, 1st qual., — Tai Man Sau Kua	each 10
" 2nd	" 8
Parley, — Kan Chai	" 8
Green Peas, — Ching Tau	lb. 1
Potatoes, Sweet, — Fan Shu	" 3
" Shanghai, — Shung-hoi Shu Tse	" 3
" Japan, — Yut Poon Shu Tse	" 3
" American, — Fa Ki Shu Tse	" 3
" Foochow, — Foo-chow Shu Tse	" 3
Pumpkin, — Tong Kwa	" 3
Radish, — Hung Lo Pak Tai	" 5
Rhubarb (Fresh), — Tai Wong	" 10
Sage, — Tao So	" 10
Shallots, — Gon Chong Tau	" 8
Spinach, — Yin Chai	" 4
Tomatoes, — Fan Ker	" 4
" Wos, — Wu Tau	" 4
" Punt, (Long), — Lo Pak	" 4
" English, — Young Lo Pak	" 2
Vegetable Marrow, — Chit Kwa	" 3
" (American), — Kam-san Chit Kwa	" 10
Water Cress, — Sai Young Chai	" 10
" Lily root, — Lan Ngau	" 5
Yams, — Ta Shu	" 6

生口

海鮮

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-BOWLANDS.

COMMERCIAL.

Nederlandsche Handelsmaatschappij.

The General Balance Sheet and Profit and Loss Account to 31st December 1911 show that the net profits amount to f. 5,095,903.71 (2424,000), out of which, after providing for the Statutory Reserve to the extent of f. 568,381 (247,300), a dividend of 9.1-2 per cent. has been declared.

The Manila Cigar in America.
The Philippine cigar is to have its day in the United States and other parts of the world if it is within the power of Manila Merchants' Association acting in co-operation with the Manila Tobacco Association to accomplish that end. And having had its day it intends to keep it.

The Manila Merchants' Association has set aside the sum of P5,000 to be augmented by an equal sum to be subscribed by members of the Manila Tobacco Association, for a campaign in the United States and elsewhere wherever a market can be found for good cigars, on behalf of the Philippine product. It is proposed to spend a considerable part of this fund in having cinematograph films showing the process of tobacco manufacture, made for exhibition. One of these films will show the whole process from the planting of the seed of the manufactured product.

It is also proposed, says the "Cable-news American", to have articles written for magazines and newspapers of wide circulation, and in this way to advertise to the world the fact that the Philippines can and do produce the same of good grade cigars.

Concerning Rubber Prices.
The synthetic rubber has passed away peacefully, says the "Financial News" of July 5. It had but little effect during its existence, more especially as market rumour had it that several well-known rubber men, including Mr. Lampard, had a financial interest in the new company. Mr. Lampard has denied the rumour, through the columns of this journal. I have evidence, in fact, that Mr. Lampard has no faith in synthetic rubber from a commercial standpoint. Moreover, the chairman of practically every rubber meeting held since the start, while making becoming acknowledgments to the advance of scientific research, has done his best to render clear his lack of faith in the synthetic product. We will admit that they were interested in doing so; but it must be borne in mind, also, that they have reputations to keep up. Further, the prospectus itself is full of comfort to plantation rubber shareholders. The share market made a synthetic show of firmness during the first two days of the week, but as far as the leading shares were concerned, the upward movement was soon checked by profit-takers. Outside shares, as are termed any description apart from the group of leaders, remain firm, there being a steady inquiry, with very little stock about. Brokers have lately gone to some trouble to point out the great possibilities of some companies, and in doing so their recommendations, very naturally, do not fall among those descriptions which are liable to be battered from pillar to post by fickle market conditions, even though many may show yield not to be found elsewhere. The price of rubber has been so monotonously steady during the present year that the public realises the fact that the average price of plantation grades can be only a trifle short of that for the whole of last year. As this is lost sight of, so is the fact that the outputs of most companies show a substantial increase. The price of rubber is holding up much better than the most optimistic of pessimists—if I may use that expression—had looked for. Further, a well-known "lane" expert can see no room for a material change for some time to come; so that, with crops on the increase, the outlook for plantation rubber shareholders seems rosy, even though they may deplore the present low values which force of circumstances sets upon the holdings.

Costly Lottery Ticket.
For having, in his possession, a winning pin-lottery ticket a man was fined \$100 or six weeks' hard labour, at the Magistrate's Court.

Auction

G. H. H. R.

Particulars and Conditions of the letting by Public Auction Sale, to be held on TUESDAY, the 31st day of August, 1912, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots, CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot	Area	Frontage	Depth	Remarks
1	1/2 acre	100 ft.	100 ft.	Fronting Kennedy Road, 100 ft. wide.
2	1/2 acre	100 ft.	100 ft.	Fronting Kennedy Road, 100 ft. wide.

For full particulars apply to the Surveyor of Lands, or to the Auctioneer, Messrs. G. H. H. R., 27th July, 1912. [549]

Notices

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of new stoves.

More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY, Local Secretary, Gas Office, Hongkong, 9th July, 1912. [509]

Consignees

FROM EUROPE.

THE "HANSA" Steamship

Captain Diederichsen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the steamer has left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 30th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. "Ferdinand" from Stettin.

"Mecklenburg" from Havre.

"Lisbeth" from Norrköping.

"Theresa" from Mariehamn.

"Michel" from Bordeaux.

"Albania" from Göteborg.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 26th July, 1912. [12]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK, COLOMBO AND SINGAPORE.

THE Steamship

"KIOTO"

Capt. J. A. Smith, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 2nd August, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.

Hongkong, 26th July, 1912. [544]

Public Companies

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, 30th 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to 6th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 12th July, 1912. [518]

To Sail

HAMBURG-AMERIKA LINE.

FOR BOSTON & NEW YORK.

THE Steamship

"AMBRIA"

Capt. W. Fries, will be despatched as above on or about the 31st August, 1912.

For freight apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 27th July, 1912. [53]

Regular Steamship Service.

With Liberty to call at the Malabar Coast.

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON & NEW YORK.

S.S. "ATHOL" On or about 23rd August.

S.S. "DAKAR" On or about 10th September.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 29th July, 1912. [525]

AMERICAN & MANCHURIA LINE.

(Bucknell Steamship Line, Ltd.)

FOR BOSTON AND NEW YORK.

THE Steamship

"KANAS"

Captain R. Lusk, will be despatched on from this Port on or about the 9th August.

For Freight and further particulars apply to THE BANK LINE, LIMITED, General Agents.

Hongkong, 5th July, 1912. [498]

Hongkong-New York.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVEROLYDE"

on or about 16th September, 1912.

For Freight and further information apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 26th July, 1912. [537]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius).

THE Chartered Steamship

"TORILTA"

Capt. O. J. Swanson, R.N., will be despatched for the above ports on WEDNESDAY, the 31st inst., at 1 p.m.

For Freight or Passage, apply to DAVID BARBOON & CO., Ltd., Agents.

Hongkong, 26th July, 1912. [548]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAGHRI"

Capt. W. E. Kewley, will be despatched as above on 30th July.

This steamer has superior accommodation for a limited number of saloon passengers. Fare to Boston or New York, 4th.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Ltd., Agents.

Hongkong, 26th July, 1912. [544]

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.

London Office: 25, Abchurch Lane, E.C. 4.

BRANCHES:—

Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital paid up about \$4,000,000.

RESERVE FUND about \$1,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOOGE, Manager.

9, Queen's Road, Hongkong.

Mongkong, 29th July, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL, YEN 48,000,000.

PAY-UP CAPITAL " " 30,000,000.

RESERVE FUND " " 17,500,000.

Head Office—YOKOHAMA.

Branches:—Antung-Hsien, Bombay, Calcutta, Changchun, Hankow, Hongkong, Kobe, Liang-Yang, London, Lyons, Nagasaki, Newchwang, New York, Osaka, Peking, Ryojin Port (Artificial), San Francisco, Shanghai, Tientsin, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNT.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 31st of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st of July, at 9.30 a.m.

All claims must reach us before the 7th of August, 1912, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 24th July, 1912. [7]

TOYO KISEN KAISHA.

S.S. "KIYO-MARU."

From SOUTH AMERICAN PORTS via HONOLULU & JAPAN.

PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on WEDNESDAY, 31st inst., at 10 a.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on August 1st afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or removed and examination of same to be arranged.

All claims must be filed on or before August 10th otherwise they will not be recognised.

S. MOMOI, Agent.

Hongkong, 26th July, 1912. [15]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £1,000,000.

RESERVE FUND, £1,000,000.

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Exchange

Selling.

Buying.

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10 d/s 1/11 1/12

30 d/s 1/11 1/12

1 m/s 1/11 1/12

1/2 m/s 1/11 1/12

1/4 m/s 1/11 1/12

1/8 m/s 1/11 1/12

1/16 m/s 1/11 1/12

1/32 m/s 1/11 1/12

1/64 m/s 1/11 1/12

1/128 m/s 1/11 1/12

1/256 m/s 1/11 1/12

1/512 m/s 1/11 1/12

